



APPRENTICES ARE UNDER DIRECTION OF COMPETENT OFFICERS

## United States Shipping Board Is Training Thousands of Recruits for the Merchant Marine

AMERICAN crews for American merchant ships. This is the slogan of the United States shipping board, which has in hand the great task of creating an adequate personnel for our new merchant marine.

In years past, whenever the subject of creating a merchant marine in proportion to the country's commercial importance came up, the question was raised: "How are we going to get men for American ships?"

Young Americans had got out of the way of seagoing. The country did not think in terms of ships. Foreign seamen chiefly manned what vessels we had. Our shipyards could not compete with foreign yards.

The war has changed all that. The change has been little short of magical. The United States of America now leads the world in shipbuilding. It will soon lead the world with its seagoing citizens. Thousands of young Americans are turning to the sea every month. The old era of the square-riggers, to which friends of the American merchant marine fondly refer, is rapidly being dwarfed by what is taking place in our merchant marine today.

As an example of the extraordinary change going on in the matter of crews, may be cited a phenomenal jump in September recruiting for the merchant marine reported by the United States shipping board from Washington, in the following bulletin:

An increase of 61 per cent in a month, in the number of recruits for the merchant marine signed on the United States shipping board, was reported by the board. The figures covering four weeks ending September 12, are as follows: Week ending August 22, 312 men; August 29, 1,773; September 5, 1,697; September 12, 4,484. The figures for the latter week exceed by 454 men the number the board had announced as an expected maximum for the month of September. The men are accepted for training as sailors, firemen, coal passers, cooks and stewards, and will be put aboard training ships at Boston, New York, Norfolk, New Orleans, San Francisco, Seattle and Cleveland.

Every little while one hears somebody ask, "What is this merchant marine we hear so much about?"

Nobody need feel ashamed if he does not readily visualize this new commercial maritime force of the country. The nation for many years past has been building up such an admirable navy that many people confuse the merchant marine with the navy, thinking that all ships are under naval control.

The merchant marine is quite distinct from the navy. It is, indeed, a navy in itself—a commercial navy—of vessels engaged in business voyages. The United States shipping board has charge of it, and it is run as a national business organization, much the same as the nation's great railroads are run by the railroad administration.

The shipping board consists of five members, men of high training in business affairs, appointed from various parts of the country. Its chairman is Edward N. Hurley of Chicago. Its headquarters are in a business building in Washington.

Control is exercised by this board over every merchant ship of more than 2,500 tons sailing under the American flag. The vast shipbuilding program of the country—resulting in "the bridge of ships to Europe," which enables us to send millions of men to the fighting front and sustain them there—is in the hands of the shipping board. The shipbuilding is done by the Emergency Fleet corporation, operated by the board, and directed by Charles M. Schwab, a master mind in the steel world and known from coast to coast as a business genius of the first order.

The merchant marine today is American to the core.

American daring and seagoing ability are taking our merchant ships safely across the seas and back again with shuttlelike regularity.

All this is being done by volunteers, who take up the work because they recognize the greatness of the opportunity to help their country in a new epoch of expansion.

The mariner in the merchant marine is not an enlisted man. A scratch of the pen is all that binds him to his job; yet he is as firmly fixed in it as if he were there by the operation of the selective service law.

Every man working for the new merchant marine knows that his is not merely a war job, important though his work may be as part of his country's mighty stroke for freedom. The job will last after the return of peace. It becomes, therefore, doubly important.

Ship manning on a much greater scale than that of the present will begin when the war ends, for at that time many merchant ships temporarily

# American Crews for American Ships



APPRENTICES ON U.S. TRAINING SHIP LEARNING TO MAKE ROPE LADDER



LEAVING TRAINING SHIP FOR SERVICE AT SEA

used for transport purposes will be turned back to their original uses as commerce carriers, and will call for merchant crews.

The work of manning the merchant marine with all-American crews thus becomes one of the greatest of the government's present activities.

It is being carried out entirely by the United States shipping board through its own recruiting service. This service has national headquarters at Boston—a famous old seaport and a natural center for American sailors—and has training stations also at New York, Norfolk, New Orleans, San Francisco, Seattle and Cleveland. It maintains a fleet of 12 training ships and is training 9,000 men a month.

The system of securing recruits for this service—they are not enlisted, but sign a contract to serve for the duration of the war, with the privilege of serving as much longer as they like—is exceedingly simple.

Observing the effectiveness of establishing branch post offices in drug stores, the shipping board applied the idea to recruiting and established its recruiting stations in each store of a well-known chain throughout the country. There are 6,854 of these stores, and in each the proprietor or head clerk is sworn in as a "dollar-a-year man" to work for the United States shipping board as a special enrolling agent of the merchant marine.

These enrolling agents began their work last spring. They got to going strong in August of this year, as the figures already quoted indicate.

The men whom they sign are sent to seaports for training, the government reimbursing them for their railroad fare.

The young men entering the merchant marine through the shipping board's training service become the special charges and wards of the shipping board for the duration of the war.

Their welfare is looked after from the moment they enter the service. They are placed on board big training vessels, where they are put into uniform—a special uniform, differing from that used in the navy—and are given a scientific course of training in the rating for which they "sign on."

Some are trained as sailors, others as firemen, others as cooks or bakers or stewards. For the cooks and bakers special schools are maintained aboard ship, there being one at Boston and another at New York.

Firemen are given a special school course also, on the character of coal, combustion, care of boilers and the like. The shipping board maintains a large school for firemen at Chicago and another at Boston.

Water-tenders and oilers—the assistants to the engineers on a ship—are also given special school training before being taken to sea, at a Chicago school of engineering.

When the young men thus trained—and some are quite young, as the minimum age limit is eighteen—have finished their special courses they are sent to sea on merchant ships, in proportion of four to each six able seamen carried.

Afloat or ashore they are responsible always to the shipping board, and every time they return to an American port they report their whereabouts to the recruiting service headquarters.

In this manner Uncle Sam keeps a paternal eye on the young men making their first voyages. He knows them, and knows that he can trust them. They are part of a big family of young American sailors of the best sort—Americans whose loyalty is beyond question, and whose bravery and devotion give the lie every day and every hour of the day to cruel slanders that have been circulated since the war began against the character of American merchant crews.

The young American merchantman faces grave

## WOMAN SPY IS TRAPPED AT KEY

Telegraph Operator Kept German Secret Agents in This Country Informed.

### MAKES STIFF FIGHT

In Discharge of Duties She Memorized Messages About Munitions and Repeated Them to Enemies of America.

New York.—Miss Wanda Kreutzinger, forty-two years old, declared by department agents to be one of the most dangerous German spies in the United States, was arrested as she sat at her telegraph key in the operating room of the Postal Telegraph company in New York city. Her desperate struggle with the department agents, in the presence of 500 men and women operators, was due to her endeavor to destroy a paper which she was scrutinizing at her desk when the department officers confronted her and informed her that she was under arrest. The woman is accused of attempting to supply information to the enemy about shipments of munitions.

Taken to the New York office of the department of justice, Miss Kreutzinger, who said she came to this country from Posen, Germany, 20 years ago, stated that, between 1914 and 1915, she was approached by a representative of the German government who seemed acquainted with the fact that she was an expert telegraph operator and, because of that fact, had been assigned by the postal officials to handle military, naval and administration messages to and from the munitions centers in Connecticut. She consented to turn spy, she said, at the first meeting.

Repeated Messages to German Spy. Having a good memory, Miss Kreutzinger seldom copied the messages but usually memorized each of them. Every evening at the conclusion of her work



Met a Representative of the German Spy System.

she met a representative of the German spy system, sometimes in the shadow of the federal building, in the city hall park, where she repeated from memory messages she had sent or received during the day. Sometimes, when a message was too long or contained complicated phraseology, she copied it. This information was conveyed, Miss Kreutzinger stated, to several Germans connected with the spy system, all of whom had been introduced to her by the man who had first lured her into the scheme.

When President Wilson declared war on Germany, she said, the representatives of the German spy system disappeared and she did not supply any more information until about six weeks ago when she resumed her spy work on the government messages, giving her information to a man who is in the custody of the department of justice agents and through whom her activities were ascertained.

### DOES "HOUDINI" OUT OF JAIL

Girl Squeezes Through Space It Was Not Believed a Cat Could Get Through.

Atlanta, Ga.—Houdini had nothing whatever on Marie Johnson, who when locked up in the matron's ward at the police station, climbed from a chair to the transom over the door and out between two of the three bars that guard the opening. It was believed nothing larger than a cat could squeeze through the open space. Marie, lithe and slender and twenty, was found the next morning hiding under a bench in the court anteroom, unable to escape to the street. She was charged with robbing Joseph Halsted of \$55 while they were joy riding.

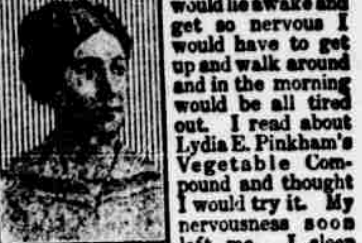
### Patriotic Speeders Freed.

Bloomington, Ill.—When three young men from Chenoa were arrested for violating the traffic law here they explained they were in haste to reach Peoria before the recruiting office for the navy closed. They were released.

## WOMAN'S NERVES MADE STRONG

By Lydia E. Pinkham's Vegetable Compound.

Winona, Minn.—"I suffered for more than a year from nervousness, and was so bad I could not rest at night—would lie awake and get so nervous I would have to get up and walk around and in the morning would be all tired out. I read about Lydia E. Pinkham's Vegetable Compound and thought I would try it. My nervousness soon left me. I sleep well and feel fine in the morning and able to do my work. I gladly recommend Lydia E. Pinkham's Vegetable Compound to make weak nerves strong."—Mrs. ALBERT SULTZ, 603 Olmstead St., Winona, Minn.



How often do we hear the expression among women, "I am so nervous, I can not sleep," or "it seems as though I should fly." Such women should profit by Mrs. Sultz's experience and give this famous root and herb remedy, Lydia E. Pinkham's Vegetable Compound, a trial. For forty years it has been overcoming such serious conditions as displacements, inflammation, ulceration, irregularities, periodic pains, backache, dizziness, and nervous prostration of women, and is now considered the standard remedy for such ailments.

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St. Louis, Mo.

### Frank Confession.

"What are you reading there?" "A magazine article written by a man who tells how he started with a dollar earned by selling newspapers and made millions." "Oh, that's an old story." "But this fellow is astonishingly frank. He admits that his legal advisers pulled him out of some pretty tight places."—Birmingham Age-Herald.

### "Cold In the Head"

Is an acute attack of Nasal Catarrh. Persons who are subject to frequent "colds in the head" will find that the use of HALL'S CATARRH MEDICINE will build up the system, cleanse the blood and render them less liable to colds. Repeated attacks of Acute Catarrh may lead to Chronic Catarrh. HALL'S CATARRH MEDICINE is taken internally and acts through the blood on the mucous surfaces of the system. All Druggists Sell. Testimonials free. \$1.00 for any case of catarrh that HALL'S CATARRH MEDICINE will not cure. F. J. Cheney & Co., Toledo, Ohio.

### His Idea of Bliss.

Bobby—I wish I belonged to a club, mother. Mother—Why, dear? Bobby—Because father is so jolly when he comes home from it and you let him go to bed without taking off his shoes.

### Don't Worry About Pimples.

On rising and retiring gently smear the face with Cuticura Ointment. Wash off the Ointment in five minutes with Cuticura Soap and hot water. For free samples address, "Cuticura, Dept. X, Boston." At druggists and by mail. Soap 25, Ointment 25 and 50.—Adv.

There are more fugitives from justice than from justice.

The last turn of the worm is apt to be on the anglers.

## Suffered Terribly!

"Every Step a Torture," Says Mrs. Whitenack—But Doan's Cured Her

Mrs. Florence Whitenack, 84 Armstrong Ave., Jersey City, N. J., says: "I suffered with rheumatism for six or seven years. My limbs and joints were so stiff and swollen, I could walk only with difficulty and the pains in my hips were so severe, I could hardly bear them. Every step I took was torture. My feet and limbs were swollen and so sore, I could hardly bear my weight on them. During the night I would lie awake for hours and become so nervous, I would have to get up. Dizziness came over me suddenly and my sight blurred. I was never free from the miserable backaches and rheumatic pains. I used different remedies, but I didn't get any better. Then I commenced to use Doan's Kidney Pills. The swellings began to leave right away and I continued to use them. The pains and aches left my back and hips and I am cured of the rheumatism and all signs of kidney trouble."

Sworn to before

ROBERT KING SEIDEL, Notary Public.

Get Doan's at Any Store, Or a Box

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## PISO'S